

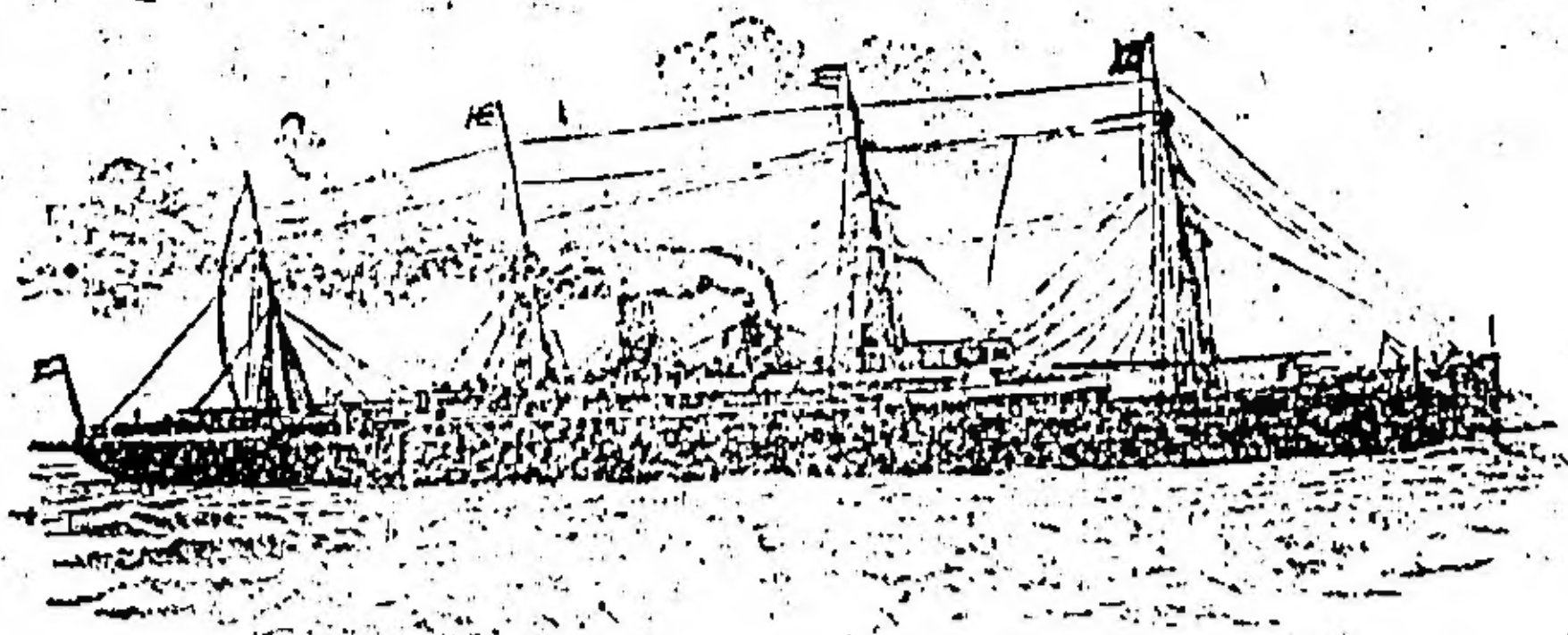
Intimations

DRESS BOOTS.
COURT SHOES. DANCING PUMPS.
Tennis Shoes.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
SOLE AGENTS,
15, Queen's Road.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU" SATURDAY, 18th October, at Noon.
"CHINA" TUESDAY, 28th October, at Noon.
"DORIC" TUESDAY, 4th November, at Noon.
"NIPPON MARU" THURSDAY, 13th November, at Noon.
"PEARL" THURSDAY, 20th November, at Noon.
"COPTIC" FRIDAY, 28th November, at Noon.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

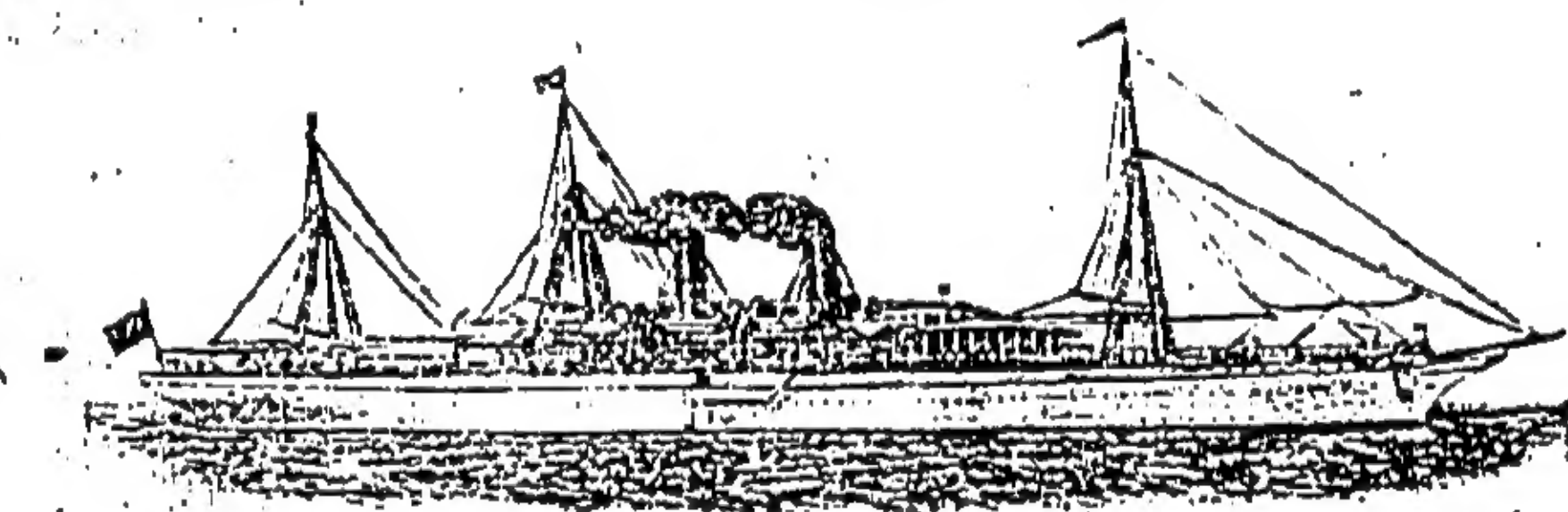
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 11th October, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.
"EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.
"TARTAR".....Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.
"EMPRESS OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.
"ATHENIAN".....Comdr. H. Mowat, R.N.R. WEDNESDAY, 31st Dec.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (H.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 10th October, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.	Freight.
HAVRE and HAMBURG.	21st Oct.	Freight.
(Calling at SHANGHAI, RANGOON & COLOMBO).		
HAVRE and HAMBURG.	6th Nov.	Freight.
(Calling at SINGAPORE and PENANG).		
HAVRE and HAMBURG.	19th Nov.	Freight.
(Calling at SINGAPORE and COLOMBO).		
HAVRE and HAMBURG.	3rd Dec.	Freight.
(Calling at SINGAPORE and PENANG).		
HAVRE and HAMBURG.	17th Dec.	Freight.
(Calling at SINGAPORE and COLOMBO).		
HAVRE and HAMBURG.	31st Dec.	Freight.
(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 9th October, 1902.

Intimations.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (noon), on THURSDAY, the 23rd October.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, both days inclusive.

JARDINE, MATTHEWS & CO.,
General Agents
Canton Insurance Office,
Limited.
Hongkong, 25th September, 1902. [1601d]

THE CHINA BORNEO COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA ORDINARY GENERAL MEETING of THE CHINA BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 27th day of October, 1902, at 12 Noon, for the purpose of confirming the following RESOLUTION passed at the Extraordinary General Meeting of the Company held this Day (11th October, 1902):—

That it is expedient to effect an amalgamation of this Company with The Borneo Hardwood Company, Limited, of Number 18 Bishopsgate Street Within in the City of London and that with a view thereto the Consulting Committee be authorised to confirm the Provisional Agreement dated the 8th day of August, 1902, entered into in London between this Company by Mr. J. M. Wheeler of the one part and The Borneo Hardwood Company, Limited, of the other part and submitted to this Meeting with such modifications and additions as the Consulting Committee may consider will best serve the interests of this Company and to carry the same into effect.

Dated this 11th day of October, 1902.
By Order of the Consulting Committee,
WILLIAM D. JUPP,
Acting Manager.
[1073d]

HONGKONG JOCKEY CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the CITY HALL, on TUESDAY, the 28th instant, at 5 o'clock, P.M.

By Order,
J. GRANT,
Secretary.
Hongkong, 13th October, 1902. [1075d]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$30 per Share for the year 1901, equivalent to 60% on the Paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 10th October.

By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 9th October, 1902. [1064d]

NOTICE OF REMOVAL.

WE have REMOVED This Day our Business to ZETLAND STREET, No. 2.

HEUERMAN, HERBST & CO.
Hongkong, 29th September, 1902. [1011d]

NOTICE.

THE undersigned have been instructed to offer for sale, privately, Sundry Lots of Machinery, at the Wanchai Machinery Godowns, and Engineering Establishment, Cross Lane, Hongkong.

STEAM LAUNDRY MACHINERY, MARINE SCREW ENGINES, BOILER TUBES, DRIVING ENGINES, LATHES, WINDLASS, CRANES, WINCHES, FIRE ENGINES, STEEL BOILER, STEAM STEERING GEAR, STEAM HAMMER, ONE MERRYWEATHER'S PATENT STEAM FIRE ENGINE, DONKEY PUMPS, HYDRAULIC BAILING PRESS, EIGHT HYDRAULIC JACKS (new) from 6 to 20 TONS, PARKER'S PARALLEL VICES, ONE STRONG SCREWING MACHINE, FOUR NEW CAPSTANS, ONE SET PLATE BENDING ROLLERS, &c., &c., &c.

A large quantity of Angle Iron, Round and Square Steel Bars of various sizes and Six cases of Brass Condenser Tubes, suitable for Condensing Engines.

The Engineering and Moulding Shops are in proper working order and can be sold as going concern if required.

For Further Particulars, Apply to
HUGHES & HOUGH,
Brokers and Auctioneers.
Hongkong, 3rd October, 1902. [1066d]

THE HANOI EXPOSITION

WILL BE OPENED ON
3RD NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

The WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

The GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMÉ,
Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 24th June, 1902. [675d]

DRINK



UNEXCELLED.

SOLE AGENTS:

RITCHIE & Co.,

Des Vaux Road.

Hongkong, 24th June, 1902. [675d]

Intimations.

JUST PUBLISHED.

TALES OF HONGKONG,

BY

"DOLLY."

ONE DOLLAR.

On Sale at

KELLY & WALSH, LD.

W. BREWER & CO.

As the Edition is very limited, Orders should be sent in at once to prevent disappointment.

Hongkong, 10th October, 1902. [1068d]

NOW READY.

THE PAMPHLET ENTITLED:

"THE HONGKONG DOCK CO.: ITS PRESENT AND FUTURE PROSPECTS. Discussed in connection with the proposal for the construction of a New Dock."

PRICE: 50 cents, cash.

Apply to the

HONGKONG TELEGRAPH

OFFICE,

1, ICE HOUSE ROAD.

Hongkong, 1st October, 1902.

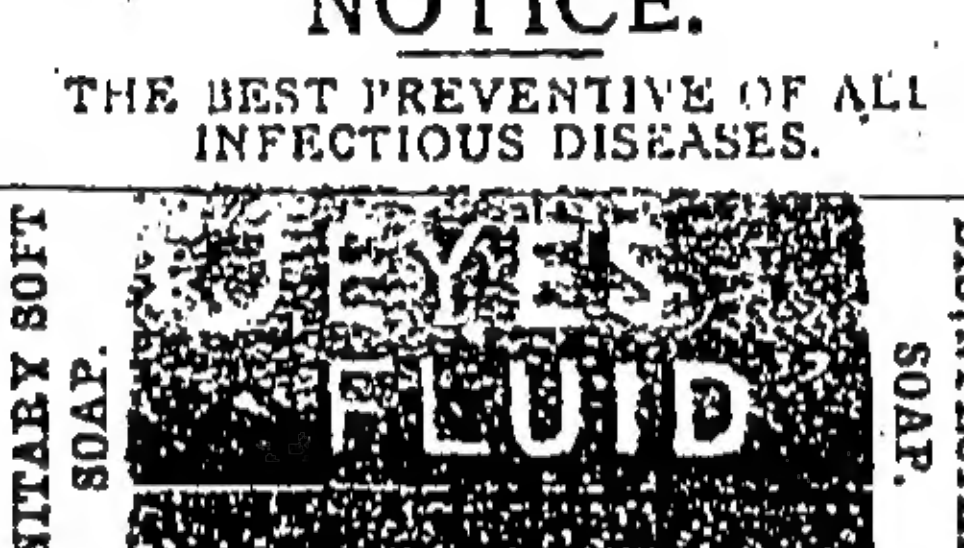
NOTICE.

THIS is to notify, to all whom it may concern, that I, CHARLES E. BRUCE, of No. 2 the Bund, Port Edward, Wei-Hai-Wei, and late of Queen Elizabeth's Grammar School, Blackburn, Lancs, do hereby take a Terminus from this Date the Name by which I am designated on the Title-page of my Book on Wei-Hai-Wei, recently published—to wit, the Name of CHARLES E. BRUCE-MITFORD.

C. E. BRUCE-MITFORD.
Wei-Hai-Wei, 25th September, 1902. [1076d]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1902.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORMS AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1902.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS:

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

GOVERNMENT GENERAL OF

FRENCH INDO-CHINA.

THE

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EXPOSITION

WILL BE OPENED ON

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P. THOMÉ,
Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 24th June, 1902. [675d]

Hotels.

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS,

Manager.

KOWLOON.

J. W. OSBORNE,

Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

Apply to THE MANAGER.

TERMS MODERATE. Hongkong, 4th September, 1902. [1339c]

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SHANGHAI'S GRIEVANCE.

TIME GUN WANTED.

Surprise has often been expressed, observes the *Shanghai Mercury*, that in such an important shipping and business centre as Shanghai, no time gun is fired daily. Of course the reason for this is only to be found in the fact that in many matters the "Old Settlement" is as yet very much behind the times. In Hongkong, the "Princely House" has rendered this service to the Colony for more than half a century, and a gun is fired from East Point at 12 noon and at 6 p.m. daily, thus enabling all the residents to correct their time pieces twice a day in their own houses. Besides this the senior naval ship in port also fires a gun at 9 p.m. We in Shanghai have to content ourselves with the bi-weekly time gun which is seldom or ever heard anywhere beyond the immediate vicinity of the Bund. The Custom House clock was very useful when it could be seen from one end of the Bund to the other, but the new Russo-Chinese Bank building has since shrouded it from view at least from the most important end of the Bund. Many residents have been depending on the huge clocks suspended over the doorways of the Nanking Road watchmakers, but they have found lately to their great chagrin that these clocks are the worst time-keepers in existence. It is partly owing to the want of an official time that nearly all public functions here are held about half an hour or so after the advertised time, and no end of grumbling is indulged in by those who have been kept waiting. Time is money in all civilized places but Shanghai and the only consolation to be drawn from this fact is that the struggle for existence has not yet reached that state of keenness as to make time a consideration in our daily avocations.

MINES IN CHINKIANG.

A vernacular paper publishes a report of Manager Lo, of the Chinkiang Telegraph Office, in response to an order of Director Sheng, who instructed him to investigate as to the whereabouts and what kind of mines there were in Chinkiang District, as the Director was about to send an English engineer to the place to investigate the matter. The reports say that Manager Lo upon receipt of Director Sheng's order immediately used his best efforts to carry out his superior's instructions and further asked the co-operation of President Mao of the Chinkiang Chamber of Commerce, and together went far and wide to investigate so that a comprehensive report might be made and the natural wealth of the region developed. In the north-eastern part of Chinkiang and south-west of the Yangtze River there are many mountains which all contain mines of different products. The richest mine in Chinkiang is the copper mine of the Tsan-to-shan mountain which has been examined by a Foreign engineer appointed by Hu Yun tai, (Treasurer of Nanking). This mountain is opposite to Kao-tse-cheng (a town) on the other side of the river, and is about forty li from Sicking (West City). Taotai Shen Tun-ho had the intention of having this mine worked, but had to give it up when he left for the north. In 1899, President Mao accompanied an English merchant named Dudgeon and an engineer who examined the whole region from Si-shan (West Mountain) to Nanshan (South Mountain) and about Changshan. The engineer said Changshan contained

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS

MUCH IRON AND COAL, but the local gentry appealed to the Viceroy objecting to the mines being opened upon and the matter was dropped. Recently about 20 li from the South Gate of the City some mission converts have been working in the mountain and found ores which contained iron, the ores having been sent to Shanghai for chemical examination. Again, in Si-shan (West Mountain) lead ores have been found in great quantity with coal below. These mines had also been looked into by an expert and sketches had been made of them. In addition to the above, there are other mountains which contain minerals but have not been prospected by experts as the others have been.

THE AUTHOR OF THE HUNAN INFLAMMATORY PLACARD.

Although the telegram of Governor Yu Lien-san to the Great Council with regard to the anti-missionary placard of a certain Ho Chin-sheng, Assistant Commissioner of the Hunan Military Secretariat, mentions that he (Governor Yu) had ordered Ho Chin-sheng's removal from office and summary arrest, and also that he was to be brought under escort to Changsha for further punishment it would seem that the latter part of the Governor's order was not so easy as it looked. Ho, it seems, was at the time surrounded by a bodyguard of some six hundred armed friends and sympathisers at Shaoyang, his headquarters, while as Assistant Commissioner of the Military Secretariat he had a battalion or two of the militia of Shaoyang and other cities in that vicinity under his orders. In face of this, the authorities of Shaoyang dared not openly arrest Ho Chin-sheng, from whom they also

KEPT SECRET THE GOVERNOR'S ORDERS removing him from the Military Secretariat, cashiering him of his licentiate degree, and ordering his summary arrest. The Shaoyang mandarins had therefore recourse to trickery, and taking advantage of the fact that Ho is a protégé of Governor Yu and a particular favourite, they sent word to Ho Chin-sheng, saying that his patron had sent through them a present for him which they would be glad if he "would come for personally." Not suspecting treachery, and feeling secure in the patronage of Governor Yu, who has always treated him with marked favour, Ho Chin-sheng was on the point of falling into the trap laid for him; but his more wary friends were evidently of a more suspicious nature, and bade him wait awhile "for developments." So Ho did not go to receive "the present" in store for him, which in this case meant a pair of handcuffs and a couple of leg irons—being by the act of his patron reduced from being a member of the literati and provincial gentry to the position of

A COMMON FELON. Ho, however, had a bosom friend, a notable of Shaoyang, who, unfortunately for Ho himself, was also a bosom friend of the district magistrate of Shaoyang. This bosom friend then, at the instigation of the latter, invited the cashiered Ho to a tête-à-tête dinner one evening, where also the district magistrate and military commandant of the city, with a strong body of soldiers and yamen runners were concealed, with the result that Ho eventually found himself securely bound and on the same night speeding under a strong escort on his way to Changsha where he is now probably confined. This promptitude of Governor Yu may do a lot of good, and again may be productive of harm in raising discontent to an alarming degree. The next month or so will show.

COTTAM & CO. FOR WASHING ROW LIES

CHINESE SUPERIORITY.

ENVOY'S APPRAISEMENT OF WESTERN IDEAS AND CIVILISATION.

VANCOUVER (B.C.), August 30th. While British Columbians continue to agitate against what they call the Yellow Peril—otherwise, the competition of cheap coolie labour—official China evidently looks upon the movement with some amusement, not unmixed with contempt.

It is doubtful if the people of the British Pacific Coast ever heard such cool comment from a Chinaman as one of the suite of his Excellency, Prince Chen, made to a local reporter before the envoy to King Edward's coronation embarked for home this week on the Empress liner.

Mr. Pong Sze Chi was asked for an expression of the feeling of official China and that of the better classes, in regard to the Canadian antipathy to the immigrants from the slums of Shanghai, Peking, and other cities.

"I mean no offence," was his answer, "but I do not think they have begun to think about the matter at all. Probably not one-tenth thousandth of our population knows that there is such a baby country as British Columbia. And probably not 1 per cent. of that one-tenth thousandth cares particularly what British Columbia thinks of the Chinese."

DIFFERENT COLOURED SPECTACLES.

That was plain enough, but a further observation was characteristic, as well as interesting. Said Mr. Pong Sze Chi:

"You see, the East and the West regard events through spectacles of a very different colour. You do not like the Chinaman because his standards of life, of morality, of happiness, are not your standards, and you do not understand them. You are in that bellicose period of national life that is chiefly interesting to us under the microscope of our philosophers.

"The Chinese, if the truth be told, are your superiors in practical economy, and that may be the reason for your dislike. The Chinese are your superiors also in thoroughness of utilisation of every little thing, in placidity that is born of recognition and understanding of conditions that remain fixed, no matter how fast the world moves round. Your great men aim to utilize the power of the revolving earth; ours would seek to solve the mystery and purpose of this little earth's position in the marvellous planetary system.

TEACHERS OF "PHILOSOPHICAL HERESIES." "If our rulers were to descend to your plane of consideration, possibly we should impose an educational test that would be prohibitory, inasmuch as we should aim to exclude such of your race as might be capable of doing mischief by the teaching of philosophical heresies, calculated to disturb the serenity of life, rather than to exclude the humble and unthinking labourers, who never can exert an influence upon a substantial people, or even upon their times.

"Oh, no, we are not angered by your objection to our people; we are amused. We regard you as a promising race in one of the earlier periods of development. We do not understand each other thoroughly perhaps; therefore each to the other is amusing."

This suggestion of an educational test against missionaries and men who desire to exploit China commercially is certainly amusing.

COTTAM & CO. FOR PANAMA HATS.

MURDER AT CHRISTMAS ISLAND.

A MANDOR KNIFE.

A murder took place recently at Christmas Island, and ten Chinese are now in Singapore awaiting trial at the next Assizes on a charge of being concerned in the murder. It seems that the coolies were called to work in the early morning by the mandor when the unfortunate man was set upon, and stabbed to death with a knife.

The ten Chinese were brought before the resident officer, Mr. Clayton, who after hearing the evidence committed them for trial at the Singapore Assizes. The men arrived at Singapore by the *Islander*. They are described as having been exceptionally peaceful men while on the ship.

VOLCANO ON STROMBOLI ISLAND IN ERUPTION.

Rome, September 9.—The volcano on Stromboli island is in full eruption and is throwing up great columns of fire and torrents of stones. The island is shrouded in smoke. Mount Vesuvius is showing signs of activity. Stromboli is the northernmost of the Lipari islands in the Mediterranean, off the north coast of Sicily. Its area is eight square miles. It is wholly of volcanic formation, and has a constantly active volcano, 3,040 feet high, with an extinct crater on top, but an active one on the side at the height of about 2,150 feet. On the east side of the island lies the small town of Stromboli. The population of the island is placed at 500 persons. It was announced from Naples September 7th that large volumes of flames were issuing from the crater of Mount Vesuvius the previous evening.

VESUVIUS LIVELY.

Vesuvius continues to belch out quantities of cinders, smoke, and lava. Last night, in particular, it threw up a vast shower of ashes. Any approach near the crater is strictly prohibited, and the service guides about the volcano are doubled. A correspondent of the *Giornale d'Italia* quotes a remark made to him by a scientist, who said he would not be surprised if a rain of sulphuric acid fell.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS—SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

CLARK'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY 18th Oct, at Daylight.
TOSA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY 20th Oct, at 4 P.M.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY 24th Oct, at Daylight.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY 24th Oct, at Noon.
INABA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY 1st Nov, at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and HIRSHANK	SATURDAY 1st Nov, at Noon.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY 3rd Nov, at 4 P.M.
KAGOSHIMA MARU	KOBE and YOKOHAMA	TUESDAY 4th Nov, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th October, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902.
Victoria	J. Panten	3502	Oct. 18
Plender	W. H. Smith	3753	Oct. 23
Olympia	J. Truebridge	2837	Oct. 29
Shawmut		9666	Nov. 7

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 10th October, 1902. [1874]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th October, 1902, at 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 2 P.M., on the 19th instary. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th October, 1902. [1004]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., HON. R. SHEWAN, G. B. DODWELL, Esq.

SUBSCRIPTIONS:—Payable in Advance.

\$7.50 Per Half Year.

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The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Subscribers are allowed to take three books at a time.

Intending Subscribers are requested to apply to

BERNARD LANKESTER, Hon. Secretary & Treasurer.

Hongkong, 13th September, 1902. [1413]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITTS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BALAARAT."

Captain F. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd inst., at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

F. A. HEVETT, Superintendent.

Hongkong, 11th October, 1902. [14]

Notice of Firm.

NOTICE.

THE Undersigned has been appointed AGENT for HONGKONG and VICINITIES for the NEW YORK LIFE INSURANCE COMPANY from this Date.

ALEC. KIENE, Hongkong, 20th September, 1902. [989d]

For Sale.

FOR SALE.

ONE BROADWOOD PIANO.

Apply at—

ROOM No. 146, Hongkong Hotel.

Hongkong, 7th August, 1902. [1856d]

To be Let.

TO LET.

EUROPEAN HOUSES, Nos. 3, 4, 5, 7, 9, 11, 12, 13 and 15, Morrison Hill, Gap (opposite Monument at Racecourse).

Apply to

SANG-KEE, Comptroller Department.

Messrs. Jardine, Matheson & Co.

Hongkong, 8th October, 1902. [1056d]

TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902.

Apply to

E. JONES HUGHES.

Hongkong, 7th October, 1902. [1053d]

TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BOWINGTON, Praya East.

HOUSES at CAUSEWAY BAY, facing the Role Round.

"THE RETREAT"—MT. KELLET.

No. 2, RIFON TERRACE.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 17th September, 1902. [1096d]

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 7165.

A REGULAR MEETING of the above LODGE will be held in the FREE-MASONS' HALL, Zetland Street, on MONDAY, the 16th inst., at 5.30 for 6 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 10th October, 1902. [1069d]



MEMORY POINTS ABOUT SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's office. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841

**AERATED - -
- - WATERS.**

THE WATER used is THE PUR-
EST that can be obtained, and is
skillfully Filtered on the most scientific
principles.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST AND MOST EXPEN-
SIVE INGREDIENTS only are used,
GUARANTEEING
ABSOLUTE
PURITY.

ENGLISH EXPERTS

Manage our Factories and their
practical knowledge and constant
supervision enables us to produce
waters of unrivalled excellence and
purity.

**A. S. WATSON & Co.,
LIMITED.**

The Hongkong Dispensary.
Chemists and Druggists by Appoint-
ment to H.E. the Governor and
Household.

TELEPHONE NO. 146.
CABLE ADDRESS: "ACHEE," HONGKONG.
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A CHEE & CO.,

祥 利 廣
17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.
Hongkong, 8th July, 1902. (728d)

GEO. PATTON & CO.

Have for Sale a large Consignment of
H. W. JOHNS & CO.'S
ASBESTOCEL SECTIONAL PIPE
COVERING, ASBESTOCEL SHEET
and PAPER for covering BOILERS and
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and
FIRE-PROOFING MATERIALS.

MODERATE COST.
EFFICIENT. DURABLE.

Estimates and Samples furnished on
application.
12, Deacons Road, (First Floor),
Hongkong, 3rd October, 1902. (780d)

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 15, 1902.

NOTES AND COMMENTS.

A Question of "No Savee."

All of us have a fairly accurate idea of what the average European thinks of the native Chinese, and many must often wonder in what light the ordinary native views the ordinary foreigner. If summed up and judged by the actions of some of our public bodies, we must, indeed, be a strange race to some members of the native community. Imagine an ignorant native householder being ordered by one authority to do certain work, and the next minute receiving instructions from another to go to the Police Court for obeying the instructions of the other. On the face of it the whole affair is absurd; but in reality, to all intents and purposes, it is exactly what is happening at the present time. The other day the owner of No. 93, Wellington Street was instructed by the Sanitary authority to enlarge one of the window openings of his house, and, acting upon the printed instructions, commenced operations with the result that the Director of Public Works, like the proverbial ton of bricks, pounced upon him and had him summoned for commencing the work without permission. Assuming that the owner of the property was totally ignorant of the D.P.W. and that his desire was to alter his premises in accordance with the Sanitary Department, surely it is an injustice to instigate proceedings against him. One realises that the P.W.D. is a very important body in the Colony, and that their requirements ought to be strictly carried out; but many will be inclined to the belief that in such cases as this the by-laws would be better observed if the Sanitary authorities intimated on their circular that before commencing alterations permission has first to be obtained from the P.W.D. But again, departmental duties might clash, and that, of course, would never do!

Japanese Industries.

Following close upon the recent visit of Mr. JOHN BARRETT in connection with the St. Louis World's Fair, and arriving at a time when the Hanoi Exposition is about to open its doors to the public, comes the announcement of another exhibition with an equal, if not a greater, claim upon the attention of the mercantile and shipping communities of Hongkong. In the news columns of our yesterday's issue we published the preliminary information respecting the fifth Japanese National Industrial Exhibition which is to be opened in the great commercial city of Osaka in 1903, and which, in its general plan and scope, is to surpass all the previous exhibitions held in the Empire. Strange though it may appear, nevertheless, the fact cannot be denied that notwithstanding the comparatively short distance dividing us from Japan the majority of our citizens are totally unacquainted with the art, products and manufactures of this young Empire. Those whose travels have taken them to the Land of the Rising Sun have been surprised and fascinated, while others, whose wanderings have led to one of the National Exhibitions have expressed the highest appreciation of the artistic and industrial features of the Japanese. At the forthcoming exhibition one will be enabled to study the various branches of the nation's industries, including the art for which alone the country has secured a great and lasting reputation; and the agricultural section should likewise be full of interest. Indeed, the Japanese have little to learn in that direction; their rice and barley fields are models of intelligent culture and their implements in the highest degree ingenious, cheap and serviceable. Their porcelain and lacquer work are other instances of a high intelligence, and the embroideries and delicate carvings at once attract the attention of the connoisseur whose collection is always so materially augmented by a visit to Japan. But the journey to Osaka from Kobe should provide additional pleasure to the jaded citizen seeking rest and pleasures in the fair isles. The city is so full of interesting sights that when at length he returns to renew the hum-drum existence of a Hongkong life sweet memories of happy days should long link him with Japan and its many industries.

LOCAL AND GENERAL.

EARLY WINTER IN NORTH ITALY.—Snow is continuously falling in the North of Italy, says a telegram of the 9th inst.

THE NEW RUPEE of Szechuen and Thibet bears on one side the young emperor in long Mao and on the reverse, four characters—Szechuen sen-iso.

THIBET.—The *Echo de Chine* learns from an authorised source that the British from India have just penetrated in force into Thibet and that they are advancing on Lhasa.

GLANDERS IN SOUTH AFRICA.—Every military horse camp in South Africa is reported to be suffering from glanders. It will take three years to extirpate the disease, reports a recent telegram.

ALL WELL.—The British steamer *Onsang*, from Hongkong to Sourabaya, which arrived at Singapore a few days since, reports passing the s.s. *Cheong Chew*, of Singapore, on Oct. 5th, which vessel wished to be reported all well. This occurred in lat. 4.44 N., long. 106.73 E.

ASK for ASAHI JAPANESE BEER—G. Girault.

BIRTHS.
At Tientsin, on the 4th October, the wife of D. H. MACKINTOSH, of a son.
On the 8th of October, at Shanghai, the wife of THOS. J. ROCHE, of a son.
On the 9th of October, at No. 4, Sans Souci Terrace, Shanghai, the wife of C. W. THOMAS, of a son.

THE MACHELL MEMORIAL FUND has reached \$325, all of which was subscribed by the Masters and Old Boys of Queen's College. The late Mr. Machell was a master in Queen's College, and it is expected that the memorial will be a yearly scholarship offered to the students.

A STATIONMASTER SENTENCED.—The European stationmaster of Kiul, through whose negligence the serious accident which wrecked the Punjab Mail has been tried before Mr. Kingsford, district judge of Monghyr, and a jury and sentenced on conviction, to three months imprisonment.

A MAGNIFICENT GIFT.—Mr. Nowrojee Maneckjee Wadia, C.I.E., of Bombay, has caused a trust deed to be prepared under which he devotes his entire fortune, estimated at about a crore of rupees, to the alleviation of suffering caused to people by famines, floods, fires and other calamities.

MARTYR TO PRINCIPLE.—Signor Zamboni, son of the Italian Republican leader, has just committed suicide in a somewhat dramatic manner. He climbed the belfry of a church at Udine and threw himself down from a height of nearly 140 ft. In his pocket was found a note saying that he courted death because he despaired of ever seeing a Republic in Italy.

THE RIGHT TO STEAL.—One of the Berlin courts was occupied the other day with the question whether a starving man was capable of consuming a large loaf of bread, value 8d., at one meal. If a man proved to be starving then bread it is not considered a theft, according to the German law, but is punished lightly. In this instance the loaf was considered too large for one person to consume, but on the workman, who stole it from a baker's shop, proving that he shared it with a starving friend, he was acquitted of theft.

MINING.—The Chinese Engineering and Mining Co. for the week ended 30th September advertised the output of coal at 16,500 tons and sales at 13,500 tons. For the week ended 20th ult. 15,000 tons of coal were mined and 11,000 tons sold. Small attention has been paid to this stock at Shanghai, says a local journal, and but few shares have changed hands at Tls. 9 and Tls. 8.50. A dividend of 7½ per cent. is advertised payable on presentation of coupon No. 1 to the Chartered Bank, Russo-Chinese Bank and Deutsche Asiatische Bank.

THE DUKE OF NORFOLK'S FOWLS.—A conference is proceeding at Pretoria between the Attorney-General and the military authorities in reference to compensation for claims in respect of commandeering by British officers during the war. I have seen the following receipt, which was brought by a Kaffir to the military commandant of a country district:—"I take these fifteen fowls because I want them." (Signed) Duke of Norfolk. This, it is alleged, was given by a British officer, and has been paid. Many similar documents have been produced and paid.

MEAT FROM RUSSIA.—The Danish Consul at Moscow reports that the Russian Agricultural Department is arranging, with Government assistance, for a large continuous export of fresh flesh from Russia to England. Two steamers, with freezing rooms, have been built by the subvention of the Russian Ministry of Finance, and will sail from Libau, where the cattle are slaughtered, in three days or less, through the Kiel Canal to London. Russian stock raisers hope that this trade will develop, so that Russia will be able to supplant all other countries in the English market.

BY KIND PERMISSION of Col. Iremonger and officers of the Band of the 33rd Burma Infantry will play the following selection in the gardens of the Kowloon Hotel from 7.30 to 10.30 p.m. to-morrow:

PROGRAMME.
March: "The International"..... Evans
Selection: "The Lady Slavey"..... Conners
Gavotte: "The First Primrose"..... Godfrey
Selection: "Ugolia Limited"..... Sullivan
Waltz: "Blumen der Luft"..... Gault
Barn Dance: "Happy Dances"..... Godfrey
"God save the King."

LUCKY INFANT JOCKEY.—The Sheephead Bay racecourse was on the 11th ult. the scene of an extraordinary demonstration. A jockey named Washington Breassal, who is only nine years old, rode *Ipse Dixit*, and came in first at the winning post. Breassal, who weighs only 54 lbs., is the lightest, and probably the youngest, jockey in the world. After bringing his horse to the stopping post he was immediately surrounded by hundreds of women, who literally pulled him from the saddle and smothered him with kisses. It was some time before he could be rescued from their embraces, and he then was carried shoulder-high by his admirers past the grand stand, where he received an ovation from the crowds.

THE UNKEN PAK SHAN.—The work of raising the s.s. *Pak Shan*, which commenced in the harbour some months ago is going apace. Engineers and divers are at work daily and it is expected that the raising of the vessel will take place during the course of the month. The engineers have succeeded, after an immense amount of time and labour, in fixing appliances, and it is expected that on Saturday next, the vessel will be righted. At present she is lying on her starboard side, with her masts towards the shore. It is also the intention of the engineers to raise her by means of huge anchors. The raising power brought to bear will be supplied by tugs. The work of fixing the anchors took only seven hours; and the engineers are to be congratulated, especially when we bear in mind that the unfortunate vessel is lying in about fifteen feet of mud.

ASK for ASAHI JAPANESE BEER—G. Girault.

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STEAMSHIP SUBSIDIES.—In spite of the subsidies granted by Great Britain to the Cunard line, the Hamburg and Bremen ship owners have decided not to enter upon an agitation for an increase of the subsidies or for the granting of subsidies to the America line, for which no subsidy is paid by the German Government until now.

A BOON TO SANITATION.—There is at present in the colony a certain quality of lime, to be viewed at the premises of Messrs. C. E. Warren & Co., which possesses a quality quite surpassing others to be had in Hongkong. We refer to the Taiwan stone and shell lime. From inquiries made by one of our representatives, it was learned that the lime only possesses 2½% of sediment. Nearly all the contractors and architects in the Colony are in favour of it. At the same time it has been largely used for sanitary purposes, whilst its price is within the reach of all. The lime is obtained from the lime kiln at Taiwan, Macao.

KANG YU-WEI AGAIN.—A Canton despatch states that owing to the Peking Government having been informed, that the proscribed Reformer, Kang Yu-wei, is the chief author and instigator of the Kwangsi rebellion, and that he is reported to be fully occupied in organising a similar great rising in Kwangtung and the Yun-Kwei provinces, secret orders have been issued to the Viceroy and Governors of the Two Kwangs and Yun-Kwei provinces to use every endeavour to capture Kang Yu-wei who is believed to be at present in Canton. It will be remembered that the *Hongkong Telegraph* chronicled the fact that a cable had been received in Hongkong from San Francisco to a similar effect.

HONGKONG YACHT CLUB AND SUNDAY SAILING.

THE QUESTION DISCUSSED.

One of the most interesting subjects discussed yesterday evening at the annual meeting of the Royal Hongkong Yacht Club held in the Cricket Club Pavilion was the question of sailing races on Sunday. The Hon. F. D. May brought the matter forward and moved that in future Club races be sailed on Saturdays. Mr. Pollock seconded the proposal, but opposition was strong and the motion was defeated.

The Hon. H. F. May, C.M.G., the Commodore, presided and in his opening remarks said he was pleased to tell them the Club was in a very healthy state, their finances showing a small credit balance. They were also fortunate in having for the first time in the history of the Club a Commodore—he meant a real pukka Commodore—(laughter and applause)—come to join the ranks and try to wrest the championship from them. (Hear, hear.) Commodore Robinson was the first who had ventured to the length of the new class of 24-footers, and fired by his example he (the Chairman) had followed his lead and was determined to try to win the Cup with the same class of boat. So the Club had got two boats by the best designer in England, Arthur Payne, which, he thought, was a great feather in its cap. (Applause.) Certainly there was no Yachting Club in the Far East that could boast of yachts of so recent a design as those two yachts would be. The Committee had had under consideration the desirability of having a permanent home, their recent quarters had not a good anchorage and was without facilities for hauling. At present, as they knew, they were housed by A King at Wanchai, and he was liable to be turned out at any moment. There had been some difficulty in finding a site, but finally they had secured one close to Meyer's petroleum godowns at North Point. The Committee applied to the Government for a site there for the purposes of the club, and he was in a position to inform them that the recommendation has gone home to the Secretary of State. If they were fortunate enough to get it, they would have a very good site indeed. It afforded good anchorage and there was enough room for a yard in which the boats could be pulled up and cleared and stowed away in the typhoon season. There was also a little space left for a Club-house, in which members after battling with the elements could dress and so go home clothed and in their right mind. He might tell them that was the nearest site they could get and they hoped it would be quite accessible in a very short time by the promised electric tramway. (Laughter.) Another matter which had been engaging the attention of the Committee was the conditions under which members of the Club were entitled to fly the blue ensign. Unfortunately the correspondence had not been very well kept under which the Club got their Royal warrant under which some boats had in the past flown the blue ensign. They had now received a communication from the Admiralty at home, but the formalities were not yet concluded, and he need hardly tell them that it was very undesirable that anyone should fly the blue ensign until the warrant had been received. In fact there was a penalty of £500 attaching to such a thing, so he would ask them to take care. (Applause.)

Mr. H. E. Pollock, K. C., moved, Mr. H. W. Bird seconded, and it was agreed to adopt the accounts.

OFFICERS.

Hon. Dr. F. W. Clark proposed the election of office-bearers as follows:—Commodore, Hon. F. H. May, C.M.G.; Vice-Commodore, Commodore C. G. Robinson; Secretary, Mr. M. W. Slade; Treasurer, Mr. J. Hastings; Official Measurer, Mr. G. H. Gale; Mr. H. E. Pollock seconded, and it was carried.

Mr. J. Hastings proposed the appointment of the Committee as follows:—Messrs. H. W. Bird, G. B. Thornhill, R. A., P. H. Campbell, R. E., H. E. Pollock, K. C., and Hon. Dr. F. W. Clark. Mr. C. A. Tomes seconded, and it was carried.

Mr. M. W. Slade moved that Messrs. H. P. Tooker and Campbell be appointed Deputy

Measurers. Mr. Hastings seconded, and it was agreed to.

THE RE-MEASUREMENT OF BOATS.

Mr. Slade said the next matter for consideration was the proposed amendment in the rules, notice of which had been given. The Committee had come to the conclusion that the rule in force during the last few years requiring yachts to be re-measured at the beginning of every season entailed an undue amount of work upon the measurers. It was not done in England or anywhere else so far as he was aware. Of course any owner who made an alteration in his boat would be bound to have his boat measured, under the penalty of losing every race sailed subsequent to the alteration. But unless alterations were made, re-measurement would be unnecessary. He moved the amendment of Rule to require to carry this into effect. Mr. A. H. Ough seconded. Mr. Tomes suggested that it would be as well to require owners to certify at the beginning of each season that no alterations had been made upon their boats. Mr. Slade agreed it was a reasonable proposal.

The following addition to the clause was drafted:—"Every alteration on the hull, sails or spars shall be reported to the Hon. Secretary each season before any race is sailed after such alteration is made."

Hon. Dr. Clark seconded and both motions were carried.

SUNDAY SAILING MATCHES.

The Chairman said he had now to allude to a matter upon which he had addressed a letter to boat-owners. In that letter he had stated that at the meeting he intended to move that, in future, Club races be sailed on Saturdays, starting at 2 p.m. The reasons he gave were that with the more modern and fast yachts which now competed in Club races there was quite time to sail a course of at least 12 miles, starting at say 2.30 p.m., and therefore one of the principal reasons for which sailing on Sundays was established—the time necessary to sail the course—had ceased to exist; racing on Sunday cut up the day—the only one which a family man had to spend with his family—so that no plans could be made for either fore or afternoon, and spoiled a whole day for what could be as well done on part of a day. Racing on Sunday, with the unavoidable publicity which accompanied it, offending a great many, prevented some from racing who otherwise would race, showed a bad example, and could not be held to be creditable to the Club. And lastly, those who had other work to finish on Saturday could just as well do it on Sunday. (Laughter.) By way of experiment, the Commodore's Cup races for three seasons, he thought, had been sailed on Saturday afternoons, and he had not known a case of an owner having been unable to start because it was a Saturday. On this matter, the Chairman went on to say, he felt very strongly. There was no question that racing on Sunday offended a good many people and kept some from racing who otherwise would race. They would not hold a Gymkhana on Sunday, or a race meeting, or a life meeting, or any form of sport which entailed publicity in the way of yacht racing did. It was all very well to go out shooting or golfing, for people did not notice that and it did not offend them. (Laughter.) But apart from the question of going to church or anything of that nature, personally he did not like to do himself a thing which offended other people as he moved the adoption of the resolution.

Mr. Pollock remarked that the only thing he would say was that he did not think racing should be started before 2.30 p.m.; if the races were to be run on Saturdays. If they were to start as early as 2 o'clock some people would be absolutely unable to get away in time. He himself thought it would be a good thing for the Club races to be held on Saturday afternoons for the simple reason that that would leave the whole of Sunday free. The racing on Sunday as at present carried on occupied only a few hours, but practically cut up the whole day, and left no time for anything else. If the Chairman would amend his motion to read that the races start at 2.30 p.m., he would have much pleasure in seconding.

The Chairman agreed.

Mr. Slade said he was most strongly opposed to this motion. If they were not to start till 2.30, only 3½ hours would be left for the races, as they had to finish at 5.45. For a 10, 11, or 12-mile course on a light day 3½ hours was an impossible time. They wanted a good 4 hours at the very least for boats to finish. If these races were sailed on Saturday, there would be innumerable races requiring to be re-sailed, and there was no saying when the racing would be finished if they had light weather such as they had last season. But there was a more serious objection. He believed a considerable number of boat-owners here would be unable to sail regularly on Saturday afternoons. He knew one owner who would never be able or only very rarely to sail on Saturday afternoons. Personally he was prevented on two occasions last year by work which he could not delay. Many others, too, would necessarily have some press of work on Saturday afternoons which would prevent them getting away. Let them have the Cup races on Saturdays and the Club races at a time when every man could be sure of getting away. With regard to the objection that these newer boats sailed so much quicker, that the whole day was cut up for a few hours race, let the Club race start at 1.30, and he did not think anybody would be able to claim that the whole day was cut up. People could have their mornings to themselves before going out. On the Sabbath aspect of the question, that it offended people to have racing going on on Sundays, he personally could not see the difference between going out and competing with other boats and going out sailing in company with other boats. He did not see how anybody could be so gravely offended by the Club having races on Sunday afternoons.

Mr. F. B. Deacon was of opinion that what they must look at was what was best for the best interests of the Club. That was the thing that ought to weigh with them most. He thought, and thought strongly, that there was no doubt whatever that the best interests of the Club would be best served by sailing as they heretofore had done, for it was perfectly clear to his mind, speaking from his experience, that on Saturdays you did not, nine times out of ten, get all the boats racing that had entered. Something was sure to come in the way of someone. When it came to Club racing, which governed the whole season's sailing, a man would naturally feel annoyed if he were unable to race, and he (Mr. Deacon) had no doubt if they had the Club races on Saturdays they would find that almost every boatowner would be in the position of being unable to start once or twice (if not more) during the season. In such a case a man might easily lose all further interest in racing for the balance of the season. That could not be good for the Club. The Chairman had pointed out that the boats they had would be able to finish the races easily on Saturday afternoons. That was all very good at the beginning of the season when there were good breezes. But at the end of the season, when the winds were light, they seldom found themselves with very much margin starting at 1 o'clock, and very often had no margin at all and could not finish. Besides that it was to be remembered that the boats in No. 2 Championship class did not sail so fast as those in No. 1 class, and the speed of the slowest boat must be regarded as the speed of the fleet. He did not think that the second-class boats could run the course in 3 hours. The Hon. Secretary had suggested that they should start on Sundays at 1.30. If they sailed on Sundays they should stick to the time they had always adhered to. He did not think that most of them, looking at the question seriously, felt that there was very much in sailing on Sunday. They were not parading in front of people coming out of church. They went away up or down the Harbour, and people could not see them unless they looked out of their windows, and then all they could see was a few boats, nobody knew whose, sailing some miles off. He really did not see how that could hurt anybody or anybody's feelings.

The Chairman said that with regard to the statement that there was no opportunity for some members to sail on Saturdays, the facts were all in his favour. It was a fact that in the past three seasons he had deliberately made it a condition of his Commodore's Cup races that they must be sailed on Saturday afternoon, and that with the object of getting some day or other all races sailed on Saturday afternoons. It was a fact which the Club records would bear out that no single owner, so far as his memory served him, had ever been prevented sailing on these days.

Mr. Slade said that last year, first Commodore's Cup race had to be re-sailed. Personally he was not able to go out at that time.

The Chairman went on to state his belief that if Club races were fixed on Saturdays members would find time to race.

On a show of hands being called for, the Chairman's motion was defeated by a large majority, only four voting for it. The Chairman then moved that Club races on Sundays commence at 1.30 p.m. This would be a great convenience to members resident at the Peak. His principal reason for making this motion was that it would enable any person to attend morning service at the Cathedral and go out sailing afterwards. If he were now, as Commodore of the Yacht Club, asked why Sunday sailing was persisted in, he could certainly demonstrate that it did not interfere with church-going. He was sure this half-hour extra could not make any difference to their sailing. There was plenty of time still to sail any reasonable course—12 or 15 miles. He would also propose that they extend the finish to 5.45 in December and January and 6.15 in the other months.

Lieut. G. Badham Thornhill, R.A., seconded the motion.

TELEGRAMS.

(Reuters.)

Lord Rosebery and the Liberal Party.

London, October 13th.
Mr. Alex. W. Black, Liberal M. P. for Banffshire, in a letter to Lord Rosebery, asked if he considered the differences between himself and Sir H. Campbell-Bannerman so vital as to prevent their eventual co-operation in forming a Liberal cabinet. Lord Rosebery replied that he adhered to the policy which he announced at Chesterfield, and asked if Sir H. Campbell-Bannerman had withdrawn his condemnation of that policy; if not, the situation continued unchanged, and the questions of office and leadership did not concern him.

LATER.

The Boer Generals in Paris.

The Boer Generals arrived in Paris this morning, and were welcomed by the Nationalist leaders. They were received unofficially by M. Delcassé, Minister of Foreign Affairs.

An Air-ship Tragedy.

A Brazilian of the name of Debradsky, and his assistant, this morning navigated the former's airship across Paris, manoeuvring the machine easily. As the airship was descending at St. Denis, the steel ropes supporting the car broke, and the occupants fell 350 feet to the ground, being instantly killed.

(Shanghai Mercury.)

France and China.

MORE PROMINENT PART TO BE PLAYED. London, 9th October.
The *Novosti* states that it is the intention of France to take a more prominent part in China, making Indo-China her supporting base.

(Shanghai Times.)

Lower Tariffs Promised Asia.

London, 8th October.
A conference begins to-day at Odessa of European and Russian railroad and steamship interests, to arrange through continental tariffs by the Siberian and Eastern Chinese railways. The chief difficulty Russian officials encounter is with their own railways, especially those engaged in shipping from Black Sea ports to Vladivostok. Shippers have been able to charge abnormally high rates because Russian law recognizes both ports as coast ports and shuts out trade between them under other than the Russian flag. The shippers form a powerful ring, which strongly resists any concession in railroad rates. High cost of maintenance of the Siberian road is also a factor which works in the same direction. In spite of these obstacles it is thought that tariffs may be arranged much more beneficial to commerce to Asia than have ever before been possible.

Automobiles to Overtake Cars.

In order to compensate Ostend for closing the gambling establishments upon which that city thrived, King Leopold is urging the speedy construction of an automobile highway from Ostend to Roubaix, France, and will use his influence with the French Government for the extension of the road to Paris.

(Echo de Chine.)

The Siamese Question.

The British journals find the treaty with Siam too advantageous for France.

The Miners' Strike.

The strike of miners is almost general in the Pas de Calais and the Loire.

ARMED ROBBERIES.

SIX MEN ARRESTED.

On Saturday morning, the police authorities at Yumai received information that an armed robbery had been perpetrated on board a Chinese hawking junk. The junk left the interior on Friday night with a number of Chinese passengers. The coxswain was requested to take them to Mongkok, but on the man proceeding to collect the passage money his fare displayed daggers and various other weapons and made an attack on the crew. On discovering a box containing \$350 they cleared off in another smaller boat. A police pinnace speedily set out in search of the robbers and proceeding in the direction of the Canton Wharf espied a boat with three men in it. On boarding, the men were arrested on suspicion and on the way to the Police Station one of the captives jumped overboard and remained concealed somewhere underneath the Canton boat for over thirty minutes. All hopes were given up and the man was thought to be drowned when he was seen swimming around the piles and P. C. 235 jumped into the water and re-arrested him. While trying to escape the man knocked his head against the Canton steamer and received a severe wound which necessitated his removal to the Government Civil Hospital. Yesterday Inspector Williamson arrested three other men on suspicion. All were brought before Mr. F. A. Hazeland this morning, and at the request of Sergeant MacSwayed, who was in charge of the case, they were remanded.

NAVAL NOTES.

H.M.S. *Talbot* will probably be here on or about 21st inst.
H.M.S. *Esperanza* left Wusung for Hongkong via Swatow and is expected here on the 19th inst.
H.M.S. *Moorhen* left Saigon for Canton yesterday.
The Portuguese gunboat *Diu* left to-day for Macao.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE VOLUNTEER CAMP.

(From Our Own Correspondent.)

STONE CUTTER'S ISLAND, Tuesday.

Since my last communication to you there has been nothing very important to chronicle. The Camp has settled down to a steady course of routine duties, and one and all are taking the instructions and working in real earnest. One day is just like the other—*revue* sounds at 4.30 a.m., parade, an hour later, and after having had read to them the orders of the day by the orderly officer, the Volunteers are marched down to the pier, and a launch conveys them to the batteries, where the technicalities of 10' 6" and 3-pdr. guns are explained to them by painstaking instructors. Should the morning be rather warm, helmets and tunics are taken off, and the real part of the business proceeded with—that of loading and manning the several guns. Already a certain amount of proficiency has been attained by our citizen-soldiers, and it must be gratifying to the Commandant to observe the quick aptitude of the men in picking up their duties, and showing such zeal in their new drills. Of course, detachments are told off to man and work the several guns, and as there is every likelihood of a competition between the various sections in the course of a few days' time, the boys are cramming in as much as they can. At times, the handling of huge 10" and 6" shells is not an easy matter, but these the boys ignore, and it is really surprising to see the easy way in which some handle these metal angels of death. Besides these drills, lectures on matters relating to things military are delivered to us, as also small arms drill and musketry practice. The camp this year, though dull, is counteracted by the amount of useful work we are doing.

To-morrow night, however, it will most probably have a gay appearance, as it is guests' night. H.E. Sir H. A. Blake, the honorary Colonel of the Corp, has accepted the invitation of the officers to dine. A special guard will be selected, and the whole affair is to terminate with a concert to be held on a platform erected at the end of the men's mess-tent. I am told that the sergeants are also expecting a host of friends, and as ladies are to be present, we may expect to see our "young bloods" turning out in style. The services of the best singers have been obtained, and from all reports, the concert should prove a great success. I am glad to be able to inform you that the pet of ants which invaded our territory during the first two days of our occupation of the island, has diminished to a great scale. Probably these ants, besides being industrious creatures, have made their evacuation owing to the amount of "language" liberally thrown after them, when they go to do a little sampling of the men's flesh. By the way, the camp this year can boast of a barber's shop, fitted up "with all the latest improvements," and the professor of the tonsorial art and his assistant, have as much as they can do, for every morning we find the tent simply besieged.

THE 20TH CENTURY PROJECTOSCOPIC COMPANY.

AT THE CITY HALL.

The 20th Century Projectoscopic Company, armed with Edison's latest, gave an interesting performance last night at the City Hall, but owing to the operator of the camera being ill and an incompetent substitute working the machine, there were several slight hitches during the display. We hear the operator is now well and a successful performance may be looked for to-night. The entertainment commenced with the great passion play of Oberammergau, consisting of moving pictures illustrating the life of Christ. Following this was a fine variety of moving pictures, including scenes in the Spanish-American war, Then Alva, the King of Coins, presented a few of his original novelties of coin, card and billiard ball manipulations. He proceeded by rolling up his shirt sleeves, and then manufactured billiard balls apparently out of air while holding his hands out at arm's length. Later, when he turned three coloured handkerchiefs into the "Union Jack" there was loud applause only beaten when he gave his greatest trick known as "the beggar's dream." Part three consisted of ten scenes in the Coronation procession, several of which showed the Colonial troops including the Hongkong Regiment and Chinese Sappers. Good views of the King's carriage passing down the Strand, the Prince and Princess of Wales in their carriage, and busy London on the day after the Coronation were displayed. Piano selections by Mr. D. Francis were well rendered.

THE DOCK DISCUSSION.—The pamphlet, printed and published by the *Hongkong Telegraph* dealing with the present and future prospects of the local Dock Co. is being well received at the Coast Ports where there are a good number of shareholders interested in the Hongkong and Whampoa Docks. The following clipping is from the *North China Daily News*:—"We have received an interesting pamphlet printed and published by the Hongkong Dock Co., Ltd., entitled 'The Hongkong Dock Co., its present and future prospects,' being a reprint in forty double-column pages of reports, articles, letters, etc., that have been appearing lately in the Hongkong journals in reference to the Hongkong and Whampoa Dock Co., Ltd., and the unsettled dispute between some of the directors and a majority of the shareholders in Hongkong. It is a very readable pamphlet, containing among other things some caustic remarks by 'Onlooker' on the recent proposals of the board of S. G. Farnham, Boyd & Co., Ltd. A few copies of the pamphlet are still to be had."

COTTAM & CO. FOR SEW BATS.

HOCKEY.

PRACTICE GAME.

A practice game was played on the Club ground yesterday afternoon, between teams captained by J. Hooper (Colours), and Lieut. Hunt, H.M.S. *Blenheim* (Whites). Both teams played 3 men short, and it is disheartening to those interested to find that men will not turn up for practice games, but only for the matches, thus missing that opportunity of learning to combine, which is such a feature of the Service teams. From the beginning it was seen that the Whites were a stronger combination, and though the Colours strove hard to avert defeat, they were beaten after a fast game, by 7 goals to 3. All the naval men played well, conspicuous among them being Carter of the *Tamar*, and Scott, Smyth, and Pringle, *Blenheim*. Of the Club men, Roberts, Wodehouse, Hooper, and Chae'er all showed good form, Hooper having had luck in not scoring at least two more goals for his side. It seems probable that the Club will have a fairly strong eleven this year, as there is a lot of new blood with a reputation behind it, but if they want to play well together, they must turn up for the practice games.

TO-MORROW'S MATCH.
There will be a match to-morrow afternoon at 4.30 p.m. sharp, when a Club team will oppose H.M.S. *Blenheim*. The following will represent the Club:—Goal, Mr. Meeson, R.N., Backs, P. P. J. Wodehouse, Lieut. Quennell, A.O.D., Half-backs, Lieut. Solfield, R.N., C. P. Chater, J. P. Jordan; forwards, J. Hooper, A. G. Roberts, Capt. Dykes, R.A.; Lieut. Badham, J. Hornhill, R.A., and Mr. Carter, R.N.

FOOTBALL.

WORCESTER V. WOLFE.

The following teams played a match at Happy Valley last evening in connection with the Hongkong Football Club's six-a-side challenge cup:—

W. G. Worcester (Capt.), E. H. Codling, Wilson, Ian Graham, Hocking and Arthur Wilson, E. D. C. Wolfe (Capt.), C. R. S. Cooper, A. Humphreys, Sayer, G. H. Gaskell, R.E., and J. Bosustow.

Wolfe's team gave Worcester a bad beating by 4-0. Cooper, Humphreys and Sayer proving useful forwards.

STRANGE AFFAIR.

ON A FERRY LAUNCH.

Last night, the police authorities received information that a Chinaman had been severely kicked in the stomach while aboard a Chinese ferry launch coming across from Yumai. He was discovered by the police lying senseless on the launch, and an ambulance was sent for, but the man expired while being removed to the Government Civil Hospital. It is said that the deceased and another native were playing together in the launch, and a foki, while lifting his leg to show the deceased some fencing, struck the deceased in his stomach, thus causing his death. The foki was arrested this morning, and will probably be charged to-morrow.

THE VICEROYALTY OF THE TWO KWANG.

A dispatch from Canton from a reliable source states that it is expected that H.E. Li Hsing-jui, who only recently was transferred from the Governorship of Kiangsi to the Governorship of Kwangtung, to take the place of the Manchou Governor Te Shou, promoted Acting Viceroy of the Two-Kwang provinces, vice H.E. Tao Mu, resigned, will very likely eventually take the latter's post as substantive Viceroy of those provinces. The reason for this is said to be that H.E. Te Shou is not thought a strong enough man to deal with the present crisis in the South and in view of the fact that the rebellion is one against H.E.'s race, which it is feared would only intensify the opposition against the Government.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 15th at 11.23 a.m. The depression is moving Eastwards in the W. part of the Sea of Japan. The barometer has risen quickly in North China, where pressure is again high. Gradients moderate with strong monsoon in the Formosa Channel and increasing monsoon in the North part of the China Sea.

Forecast:—N.E. winds; fine, becoming cooler.

THE WELSH REGIMENT (holders) have again won the Senior Rugby Challenge Cup, defeating Calcutta by two goals and one try to Calcutta's one try or 11 points to three. [The Welsh Regiment were twice beaten by Calcutta, 1895-96, while in 1897 the rival teams did not meet, as the Munsters had put Calcutta out and the Welsh carried the Cup away, easily defeating the Black Watch in the final by 17 points to three. Lieutenants Heath and Montgomery have accompanied the team, the two officers being the reserve men. The Welsh are now in possession of the Bombay, Madras, and Poona Cups, having appropriated the Bombay trophy for the last eight years in succession, while the other two Cups have been annexed three years each, 1899-1901. The following are the names and positions of the players: Williams, back; Richards, Harpey, Morgan and J. Jones, three-quarters; Dalry, and Watts, halves; Tobie, Burge, Cresswell, Lewis, Fowler, Hoylecke, Thomas, and H. Jones, forwards.]

COTTAM & CO. FOR GENT'S HATH-ING GEAR.

THE CANTON-HANKOW RAILWAY.

The *Sin Wen Pao* says that work on the above railway line began some time ago, starting from Wangsha to Fatshan, which forms one section, and railway officials deputed by Director Sheng are arriving daily. An office styled the "Canton-Hankow Railway Land Purchasing Office" has been established in the city, the object of which is to buy and pay for the land required by the Railway Company. Whenever the American engineers go out surveying, they are accompanied by soldiers sent by the local officials in accordance with the orders of the higher authorities. So far people have not created any disturbance. Director Chang left for Shanghai on the 22nd ultimo to see Director General Sheng with reference to affairs connected with the line and will be absent for about three weeks.

IMPERIAL HONOURS FOR LIU KUN YIH.

Peking, Oct. 8.—Imperial edict in relation to Viceroy Liu Kun Yih was issued to-day from the Palace. It directs an appropriation for the funeral, provides for posthumous honours in the form of temples and other testimonials, and intimates the bestowal of official favour upon his sons and grandsons. The text is as follows:—

"Viceroy Liu Kun Yih, who began his career a scholar and distinguished himself in the army, was a man of justice and ability. As Viceroy of Liang Kiang for more than ten years, we always found that he enjoyed the respect and love of the people he governed. He displayed marked ability in his transactions with the foreign Powers. During the great Boxer disturbance in Chihli he maintained, to our complete satisfaction, peace in the south-western portion of the empire. That service saved the country. We felt that we could always rely on him. In his recent illness we granted him leave of absence, and ordered that the best ginseng be given to him, hoping that he would recover, so that we might still have his services. To our great sorrow he died."

"We hereby order that the rank of Baron of the First Class and the title of Senior Tutor of the Hui Apparent be bestowed upon him and that three thousand taels be furnished to his family from the Nanking Treasury to defray the expenses of his funeral. We appoint the Tartar General of Nanking to offer libations in our name. Memorial tablets shall be placed in his honour in a special temple in Peking, with the title of Chang Zeng Kung, and temples shall be erected for his further honour in Nanking, in his native place in Hunan, and in other places where he distinguished himself. A biography of the late Viceroy shall be prepared and kept by the Board of Records of Dynastic Events. All marks censuring acts performed by him throughout his official career shall be erased. "The Board of Rites shall report concerning what has been usually bestowed by us upon deceased Viceroys. We command that the officials shall provide for fitting transfer of the coffin from Nanking to Hunan. Lastly, we direct Chang Chih Tung to report to us the names of the sons and grandsons of the late Viceroy. We grant all these honours and distinctions to manifest our appreciation of the services of the deceased Viceroy."

As reported in yesterday's despatch, Viceroy Chang Chih Tung is ordered to proceed at once to Nanking, and Tuan Fung, the Governor of Hupeh, is promoted to be the acting viceroy of Liang Hu provinces.

Tuan Fung is one of the few progressive Manchou Governors, who recently urged the Chinese Government to pay more attention to the education of women. His suggestion was allowed to be officially forgotten.

STRIKING SUNSETS.

AND A THREATENING SIGN.

A correspondent writing to a Shanghai journal draws attention to "the peculiar yellowish red colour of the sunset or sunrise" and points out that the same phenomenon happened during August, September, October, etc., of the year 1883. It will be remembered, he says, that at the time, this phenomenon was explained by European savants as being the result of the eruption of the island of Krakatoa in the Sunda Strait, of Netherlands India, the tint of the atmosphere being due to the presence of volcanic ashes, which were shot up by the explosion into the higher atmospheric strata some 30 to 33,000 meters, and which, owing to their microscopically small construction, were able to keep aloft for several weeks or months.

It is, therefore, most likely or almost certain that the present similar appearance of the sunset is due to a similar reason, viz., the presence of volcanic ashes in the higher strata of our atmosphere. "If they do not all come from the unfortunate island of Martinique, they must come from some nearer source. Eruptions, I understand, have also taken place with some volcanoes in Malaysia, or the Sound islands near Timor, or nearer still Torishima. This would then also explain the presence of the high tidal waves which have lately visited the eastern shores of Japan."

These signs tend to show that the surface of our thickly inhabited little planet is not yet by any means a perfectly safe place for humanity, particularly the range of islands from Malaysia up to the Behring Strait, of which the beautiful country of Japan forms a most conspicuous part. The presence there of some of the mightiest volcanoes of the earth, the Asozan, the Kirishima and Fuji, are a threatening sign that a cataclysm of the most destructive nature may overtake us (inhabitants of Japan and the Eastern coast of China) some of these days when we least expect it.

COTTAM & CO. FOR SUMMER UNDERWEAR.

Commercial.

TO-DAY'S INTELLIGENCE.

BANKS have again improved on the last quoted rate. Sales have been made at \$612.50 to \$635. Docks have also slightly improved to the extent of \$2.50; small sales have been done at \$112.50. Sales have been effected in HONGKONG FIRES at \$350 to \$352.50. CHINA FIRES show trifling sales at \$85 to \$86. INDU-CHINAS are firmer; sales done at \$88 and \$89, but there are no sellers at last quotation. DOUGLAS S. S. Co. are in demand, and several lots have changed hands at \$40. Small sales have been made in CHINA SUGARS at \$99. There is a little excitement in RAUMS, small sales having been done at \$7, with buyers at \$7.50. A small lot of HONGKONG LANDS has been placed at \$173 and \$174, there are now buyers \$171. STAR FERRIES are in demand at \$10.75 and \$20. ELECTRICS are wanted at \$6.25 and \$13. There are strong inquiries for HONGKONG KOWLOON WHARVES at \$87. There are sellers of HONGKONG R. P. ES at \$125.

OPINION QUOTATIONS.

Hongkong, 15th October.
To-day's quotations are as follows:—
MALWA NEW @ \$10/930
LAST YEAR @ \$60/980
OLDEST @ 1,000/1,040
PATNA NEW @ 940
OLD @ 960
BENARES NEW @ 934
OLD NO STOCK
PERSIAN (PAPER) @ 620/710

To-day's Advertisements.

WANTED.

GENTLEMAN wants BED-ROOM and BOARD in Family. Terms: \$110 to \$130 Monthly.
Please apply to
Care of This Paper.
Hongkong, 15th October, 1902. [1086d]

FOR SHANGHAI, YOKOHAMA AND KOBE.
THE H.A.L. Steamship
Captain Brehmer, will be despatched for the above Ports TO-MORROW, the 16th instant, at Daylight.
For Freight apply to
HAMBURG-AMERIKA LINE, Hongkong Office.
Hongkong, 15th October, 1902. [1083d]

M. S. DOLLAR STEAMSHIP CO.
STEAM FOR SAN FRANCISCO via HAKODATE.
THE Steamship
"ARAB,"
Captain Cow, will be despatched for the above Ports on MONDAY, the 21st instant.
This Steamer has superior accommodation for First class passengers and is lighted throughout by Electricity.
For Freight or Passage, apply to
ARNHOLD, KARBURG & CO., Agents.
Hongkong, 15th October, 1902. [1087d]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.
THE H.A.L. Steamship
Captain Brehmer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE, Hongkong Office.
Hongkong, 15th October, 1902. [1084d]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.
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Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"DEUCALION"	15th October, 1902.
"	"PATROCLOS"	20th " "
"	"STENTOR"	25th " "
"	"TA TALUS"	30th " "
"	"ALCINOUS"	13th " "

HOMEWARDS.

FROM	STEAMERS.	DUE.
"ACHILLES"	"	28th Oct., 1902.
"MEDELAUS"	"	11th Nov., " "
"AGAMEMNON"	"	25th " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"DEUCALION" 20th Nov., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"SHANGHAI"	17th October.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	17th " "
SHANGHAI	"YCHOOW"	18th " "
CEBU and ILOILO	"KAIFONG"	22nd " "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"YANGTZE"	29th October.
"	"TEENKAI"	19th November.
"	"MOYUNE"	27th November.
"	"OOPACK"	10th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS.	TO SAIL.
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA.	"YANGTZE"	31st October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd October, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between

HONGKONG AND PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

"INDRAVELLI"	4,899 Tons	Oct. 27.
"INDRAPURA"	4,899 " "	Nov. 14.
"INDRASAMHA"	5,197 " "	Dec. 14.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves.	SUNDAY, 19th October.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd October.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th October.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 29th October.

* VIA SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 15th October, 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY

AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE

TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN"	leaves on 23rd Oct.
"TSINAN"	" 15th Nov.
"CHANGSHA"	" 8th Dec.
"CHINGTU"	" 29th Dec.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators, which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, O. N. Co., Ltd.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain S. N. John George, will be despatched for the above Ports, on THURSDAY, the 23rd instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th October, 1902.

[1040]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"LAISANG"

Captain Tadd, will be despatched as above TO-MORROW, the 16th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th October, 1902. [1060]

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

THE Steamship

"BENLARI,"

Captain Krobbe, will be despatched as above on or about THURSDAY, the 16th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th October, 1902. [1018]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Raskevich, will leave for the above places, on FRIDAY, the 17th instant, at 5 P.M.

This steamer has capital accommodation for passengers, Electric light, and carries a doctor.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.Princes' Buildings,
Hongkong, 10th October, 1902. [1071]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"

Captain Mecozzi, will be despatched as above on SATURDAY, the 18th instant, P.M.

This steamer has capital accommodation for passengers, Electric light and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.Princes' Buildings,
Hongkong, 10th October, 1902. [1040]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for the above Port on SATURDAY, the 18th instant, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 11th October, 1902. [1070]

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SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 11th October, 1902. [1070]

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SA HSEN,"

of the NORDDEUTSCHER LLOYD, Captain Franke, due here with the out-ward German Mail about THURSDAY, the 16th instant, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 13th October, 1902. [1030]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM,"

Captain Girard, will be despatched for the above Ports on or about SUNDAY, the 19th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th October, 1902. [1040]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOOKSANG,"

Captain C. S. Weigall, will be despatched as above on TUESDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th October, 1902. [1080]

STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer

"CHARLES TUBERGHEN,"

will be despatched for the above ports on or about 5th November.

For Freight, Apply to

ARNHOLD KARBURG & CO.,
Agents.

Hongkong, 14th October, 1902. [1082]

Consignees.

OCEAN STEAMSHIP CO., LD.

NOTICE TO CONSIGNEES OF CARGO

Ex "AJAX."

CONSIGNEES of Cargo ex above Steamer, which struck on a reef near Jeddah on or about 1st June, 1902, are notified that all Claims other than for sea damage should be rendered to the Undersigned, accompanied by Survey Reports in Duplicate, on or before 25th instant, after which date they cannot be recognized.

For full Particulars, &c., &c., Apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1902. [1050]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 17th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 11th October, 1902. [11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. India.

From Australia, ex S.S. Himalaya.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Goods not cleared by the 18th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAY and FRIDAY. Certificate of damage must be obtained within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1902. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th October, 1902. [1070]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

Shipping.

Arrivals.
PREUSSIAN, German steamer, 3,278, E. Prehn, 14th Oct., Yokohama 4th Oct., Shanghai and Pootung 11th, Mails and General—Melchers & Co.
MELITA, French steamer, 625, L. Prevost, 14th Oct., Saigon 8th Oct., Rice—Man Cheong Yuen.
TSINTAU, German steamer, 1,022, O. Koch, 14th Oct., Bangkok via Swatow 4th Oct., Rice—Melchers & Co.
ALISA CRAIG, British steamer, 2,166, A. D. Moody, 14th Oct., Kutchinow 9th Oct., Coal—Mitsui Bussan Kaisha.
HOIHAO, French steamer, 509, M. Merles, 14th Oct., Haiphong 14th Oct., and Hoihow 4th Oct., General—A. R. Marly.
SERBIA, German steamer, 2,377, H. Brehrer, 14th Oct., Hamburg via Ports 16th Sept., General—Siemssen & Co.
TIEMTIN, British steamer, 1,227, Matthias, 14th Oct., Wuhu 10th Oct., Rice—Butterfield & Swire.
HANOT, French steamer, 739, P. Merles, 15th Oct., Hoihow 4th Oct., General—A. R. Marly.
SHANTUNG, British steamer, 1,835, T. Quail, 14th Oct., Java 3rd Oct., Sugar—Butterfield & Swire.
YIKSANG, British steamer, 1,235, G. H. Fowler, 15th Oct., Canton 14th Oct., General—Jardine, Matheson & Co.
KIAS GORTSCHAKOW, Russian steamer, 2,410, H. Thorpe, 15th Oct., Mororan 5th Oct., Coal—Bradley & Co.
DAIGO, Japanese steamer, 847, T. Kitano, 15th Oct., Tamsui via Amoy and Swatow 14th Oct., Gen. ral—Mitsui Bussan Kaisha.
PIRA CHULA CHON KLAO, German steamer, 1,012, G. R. Bahn, 15th Oct., Bangkok 8th Oct., Rice—Melchers & Co.
E-SANG, British steamer, 1,157, H. J. Roper, 15th Oct., Wuhu 10th Oct., Rice—Jardine, Matheson & Co.
MEERVOO, Chinese steamer, 1,321, Hoelger, 15th Oct., Wuhu 10th Oct., Rice—C. M. S. N. Co.
MACHIAON, British steamer, 1,276, W. T. Hannah, 15th Oct., Shanghai 12th Oct., General—Butterfield & Swire.

Departures.

Oct. 15, *Thales*, British str., for Swatow.
 Oct. 15, *Laertes*, British str., for Amoy.
 Oct. 15, *Halilun*, French str., for Hoihow.
 Oct. 15, *Eros*, Norwegian str., for Bangkok.
 Oct. 15, *Anfang*, Chinese str., for Canton.
 Oct. 15, *Siamstall*, Norwegian str., for Canton.
 Oct. 15, *Maidzuru Maru*, Japanese str., for Swatow.
 Oct. 15, *Zufur*, British str., for Manila.
 Oct. 15, *Porehwa*, British str., for Shanghai.
 Oct. 15, *Hongkong*, German str., for Bangkok.
 Oct. 15, *Chunghwa*, British str., for Tientsin.
 Oct. 15, *Glengary*, British str., for Singapore.
 Oct. 15, *Ilue*, French str., for Haiphong.
 Oct. 15, *Rie*, Norwegian str., for Saigon.
 Oct. 15, *Byed*, Norwegian str., for Canton.
 Oct. 15, *Chitose*, Japanese cruiser, for Japan.
 Oct. 15, *Diu*, Portuguese gunboat, for Macao.

Passengers—Arrived.

Per *Tientsin*, from Swatow—51 Chinese.
 Per *Serbia*, from Singapore—640 Chinese.
 Per *Preussian*, from Yokohama—Mr. and Mrs. Longuet, Mrs. R. D. Thomas, Messrs. J. Seiboth, J. L. Hauston, S. Macdonald, S. Lee, Warelmann, Lieut. Billot, Dr. E. Sanger, Mr. R. Gottlieb, Mr. and Mrs. Parsons, Messrs. H. C. Smith, John Jacob, Carl George, Mrs. D. Krieger, Mr. G. Rapp, Misses M. Rosler, E. Berheim, Mr. Donnerberg, 1 Chinese and 4 Japanese.

Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 16th instant, at 7.30 A.M.
 For Kadal and Sandakan—Per *Sandakan*, to-morrow, the 16th instant, at 8 A.M.
 For Bangkok—Per *Anaconda*, to-morrow, the 16th instant, at 10 A.M.
 For Singapore, Penang and Calcutta—Per *Leining*, to-morrow, the 16th inst., at 10 A.M.
 For Europe, &c., India, via Tuticorin—Per *Pasien*, to-morrow, the 16th inst., at 11 A.M.
 For Macao—Per *Shanghai*, to-morrow, the 16th instant, at 11.30 A.M.
 For Tientsin—Per *Hispin*, to-morrow, the 16th instant, at 2 P.M.
 For Shanghai—Per *Yiksang*, to-morrow, the 16th instant, at 3 P.M.
 For Canton—Per *Poivan*, to-morrow, the 16th instant, at 3 P.M.
 For Singapore—Per *Glenshiel*, on Friday, the 17th instant, at 11 A.M.
 For Amoy, Samarang and Sourabaya—Per *Shantung*, on Friday, the 17th instant, at 11.30 A.M.
 For Yokohama and Kobe—Per *M. Daquhem*, on Friday, the 17th instant, at 4 P.M.
 For Shanghai—Per *Nigui*, on Friday, the 17th instant, at 4 P.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Victoria*, on Saturday, the 18th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Saturday, the 18th instant, at 11 A.M.
 For Straits and Calcutta—Per *Trieste*, on Saturday, the 18th instant, at 2 P.M.
 For Manila—Per *Rubi*, on Saturday, the 18th instant, at 3 P.M.
 For Shanghai—Per *Yokohama*, on Saturday, the 18th instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Salazie*, on Monday, the 20th inst., at 11 A.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tosa Maru*, on Monday, the 20th instant, at 2 P.M.
 For Manila—Per *Rosetta Maru*, on Tuesday, the 21st instant, at 10 A.M.
 For Manila—Per *Lo ngung*, on Tuesday, the 21st instant, at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of China*, on Wednesday, the 22nd instant, at 11 A.M.
 For Europe, &c., India, via Tuticorin—Per *Baldar*, on Saturday, the 25th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Empress of India*, on Wednesday, the 19th November, at 11 A.M.

SHIPPING REPORTS

Capt. Merles, of the str. *Hanoi* from Hoihow, reports:—Fine weather throughout.
 Capt. Matthias, of the str. *Tientsin* from Wuhu, reports:—Bright clear weather throughout with light variable winds and smooth sea.
 Capt. Koch, of the str. *Tientsin* from Bangkok, reports:—During the voyage N.E. monsoon strong and moderate.
 Capt. Hoelger, of the steamer *Mejoo* from Wuhu, reports:—Very light wind from NE to SE, with fine and clear weather throughout.
 Capt. Roper, of the str. *Erang* from Wuhu, reports:—Moderate and light N.E. wind from Wuhu as far as Turnabout Island, thence to port light SW, and W. wind and fine weather.

VESSELS IN PORT.

Steamers.
ARAB, Danish steamer, 2,674, A. Gow, 13th Oct., Moji 8th Oct., Coal—Arnhold, Karberg & Co.
ARNOLD LUYKEN, German steamer, 1,005, C. Ueberfeldt, 13th Oct., Saigon 8th Oct., Rice and Fish—Chinese.
DECIMA, German steamer, 965, H. Schlaikier, 12th Oct., Saigon 6th Oct., General—Sander, Wieler & Co.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 30th Sept., Vancouver (B.C.) 8th Sept., and Shanghai 27th, Mails and General—C. P. R. Co.
GAGA, Norwegian steamer, 624, Pedersen, 13th Oct., Saigon 8th Oct., Rice—Nam Wo & Co.
HAIRAN, British steamer, 1,183, J. S. Roach, 14th Oct., Fochow 10th Oct., Amoy 12th, and Swatow 13th, Tea and General—Douglas, Laprak & Co.
HALDIS, Norwegian steamer, 1,065, Salvason, 7th Oct., Moji 30th Sept., Coal—Lauis, Wegener & Co.
HONGKONG MARU, Japanese steamer, 6,169, W. E. Filmer, 10th Oct., San Francisco 11th Sept., via Honolulu 18th, Yokohama 2nd Oct., Kobe 3rd, Nagasaki 5th, and Shanghai 8th, Mails and General—J. S. Van Buren.
HSPING, British steamer, 1,236, MacCarlane, 12th Oct., Taku 6th Oct., General—C. E. & M. Co.
INGALLS, American transport, 1,218, 12th Oct., Manila 3rd Oct., Bilalut—C. O. T.
JACOBI DIEDERICHSEN, German steamer, 625, B. Ohlsen, 12th Oct., Canton 12th Oct., General—Jebson & Co.
JUNO, American steamer, 483, Juan C. Amzalaga, 14th Oct., Cebu 8th Oct., Sugar—Order.
KEONGWAI, German steamer, 1,115, J. Leuss, 13th Oct., Bangkok 7th Oct., Rice and Teakwood—Butterfield & Swire.
LAISANG, British steamer, 2,225, E. J. Tadd, 4th Oct., Calcutta 18th Sept., Penang and Singapore 28th, General—Jardine, Matheson & Co.
MACHEW, German steamer, 996, H. Harjer, 13th Oct., Bangkok 6th Oct., Rice—Butterfield & Swire.
MADELINE RICKMERS, German steamer, 1,020, C. Henrichsen, 2nd Oct., Saigon 27th Sept., Rice—Arnhold, Karberg & Co.
PITTSBURGH, German steamer, 2,095, W. Bartling, 13th Oct., Bangkok 6th Oct., Rice—Butterfield & Swire.
PLEIADES, American steamer, 2,932, F. G. Purington, 8th Oct., Tacoma 14th Aug., General—Dodwell & Co., Ltd.
PRIMA, Norwegian steamer, 761, B. A. Meyer, 9th Oct., Hoihow 4th Oct., Sugar and Sapan Wood—Sander, Wieler & Co.
RUBI, British steamer, 1,611, R. W. Almond, 14th Oct., Manila 14th Oct., General—Shevan, Tomes & Co.
SABINE RICKMERS, British steamer, 717, J. R. Nasber, R.N.R., 12th Oct., Batik Papua 4th Oct., Buel Oil—Arnhold, Karberg & Co.
SANDAKAN, German steamer, 1,374, C. Schnur, 4th Oct., Sandakan 20th Sept., Timber and General—Melchers & Co.
SH-KABO-MARU, Japanese steamer, 2,064, S. Fujita, 14th Oct., Moji 7th Oct., Coal—Dodwell & Co., Ltd.
SKULL, Norwegian steamer, 914, A. Berhom, 12th Oct., Bangkok 4th Oct., Rice—Mengsoon Sieng Kee.
TOSA MARU, Japanese steamer, 3,610, A. Christiansen, 11th Oct., Seattle 9th Sept., and Shanghai 9th Oct., General—Nippon Yusen Kaisha.
VICTORIA, American steamer, 2,112, John Panton, 10th Oct., Tacoma 11th Sept., General—Dodwell & Co., Ltd.
YEDO-MARU, Japanese steamer, 1,669, T. Samura, 14th Oct., Kobe 8th Oct., Matches—Kwong Chung & Co.

Sailing Vessels.

ALIAS, American ship, 1,352, McKay, 14th July, New York 23rd Mar., Kerosine—Standard Oil Co.
ASTRAL, American ship, 2,987, Dunbin, 12th Sept., New York 17th May, Oil—Standard Oil Co.
GROSVENOR, British barque, 516, Boga, 14th June, Mauritius 16th January, Sugar—Abdoola & Co.
KELAT, British ship, 1,822, John Hughes, 23rd July, New York 3rd April, Kerosine—Standard Oil Co.
LUNON, American barque, 1,339, Park, 19th August, Newcastle 17th June, Coal—Master.
LYNDHURST, British 4-masted barque, 1,865, Parnell, 7th Oct., New York 16th May, Kerosine—Standard Oil Co.
MARQUE, LAUNGO, American ship, 1,468, Nicholas, 31st July, Standard Oil Co.
VALE, of Dorn, British barque, 669, Petersen, 1st July, Sander, Wieler & Co.

HONGKONG AND WHAMPOA DOCK RETURNS.

Luzon at Kowloon
Hongkong Maru
Zaire
F. Reyes
H.M.S. Hardy
Wongkai
Pleides
Telarios
Solani
Ingalls
Comopolitan

SHIPS PASSED THE CANAL.

Outward—23rd September—*Sachsen*, *Tientsin*, *Glenshiel*, 26th September—*Kanagawa Maru*, *Annam*, *Reinholt*, 30th September—*Patroclus*, *Acconia*, *Melanaus*, *Arugonia*, 3rd October—*Adria*, *Lennax*, *Antonia*, *Yangtze*, 7th October—*Shanghai*, *Gero*, *Sydney*, *Princess Marie*, *Mogul*, 10th October—*Tanulus*, *Sado Maru*.
 Homeward—23rd September—*Atholl*, 3rd October—*Stenlor*, *Alasia*, 7th October—*Benveirlich*, *Danco*, *Dengloe*, *Sanuki Maru*, *Seneca*, *C. Ferd. Laissa*, *Tonkin*, 10th October—*Princess Irene*.
 Arrivals at Home—3rd October—*Amoria*, 7th October—*Tydeus*, *Telenachus*, *Spithead*, 10th October—*Konig Albert*, *Pisa*, *Canton*.

YESTERDAY.

WEATHER REPORT.
 On date at 10 a.m. On date at 4 p.m.
 Barometer 30.09 29.99
 Temperature 81 80
 Humidity 67 72
 Rainfall

EXCHANGE.

Hongkong, 15th October.
IN LONDON, Telegraphic Transfer 1/8 1/4
 Bank Bills, on demand 1/8 3/16
 Credits, 4 months' sight 1/8 9/16
 Debits, 4 months' sight 1/8 11/16
IN BRUSSELS, (demand) M. 1/2
ON PARIS, Bank Bills, on demand 1/11 1/2
 Credits, 4 months' sight 1/11 1/2
IN NEW YORK, Bank Bills, on demand 41
 Credits, 30 days' sight 41 1/2
IN BOMBAY, Telegraphic Transfer 126 1/2
 On demand 126 1/2
IN SHANGHAI, Telegraphic Transfer 73 1/2
 Private 30 days' sight nom.
IN YOKOHAMA, T.T. 23 1/2 prem.
 Sovereigns, Bank's Buying Rate \$11.98
 Gold Leaf too touch, per tael 61.90
 Bar Silver 23 1/2

VISITORS AT THE HONGKONG HOTEL.

Allen, C. H. Lee, I. E.
 Bailey, W. H. Liblau, Mr.
 Barlow, H. J. Loader, I. F.
 Barlow, F. C. Macgowan, R. T.
 Bell, J. T. Mackie, G.
 Black, J. McMaster, Mr.
 Bo gan, Mr. & Mrs. R. Milton, Mr. & Mrs.
 Brou, Mr. & Mrs. C. J. Muller, Mrs. C. J.
 Bovel, Mr. & Mrs. N. R. C. J.
 Bowler, Dr. Murphy, Mr. & Mrs.
 Brockman, Mr. & Mrs. E. O.
 Clark, Hon. Dr. F. Oliver, Mr. & Mrs. D.
 Clark, W. J. Oshorn, Mrs.
 Cliff, Dr. Miss Ida Price, S. R.
 Colson, J. S. Puche, J.
 Crago, Dr. J. M. Racine, J. J.
 Derbyshire, F. H. Rankin, J.
 Dollar, Mr. & Mrs. R. Reamer, W. S.
 Downing, T. C. Reeve, Miss
 Edwards, F. W. Schauders, K. A.
 Esrom, F. Schout, C.
 Evans, N. G. Schwartz, Mr. & Mrs.
 Fabres, R. E. M. Silbermann, T.
 Fisher, H. G. Skott, C.
 Glover, C. Smith, Mr. & Mrs.
 Golembert, D. C. Wm. E.
 Goldsmith, H. E. Smith, Miss E. C.
 Grant, John Smith, Miss Ellen D.
 Griffith, E. M. Snewin, E. A.
 Harigan, T. L. Stanford, W. E. O.
 Hayter, A. T. Terkelsen, O.
 Heckford, R. C. Thomson, Dr. J. C.
 Hielet, S. C. Thomas, L. J.
 Hills, F. W. Warren, Mr. & Mrs.
 Hollingsworth, A. Watkins, C. A.
 Holmes, W. F. Whaley, W. J. G.
 Howard, Thos. White, Geo. A.
 Hunter, Dr. W. Whitton, Mrs. A. M.
 Jeanne, Mr. & Mrs. William, A. J.
 Johansen, E. William, I. A.
 Joseph, Mr. & Mrs. Wilson, Miss
 E. S. Wilson, Miss
 Kavanagh, E. J. Woolmer, Mr. & Mrs.
 Katsch, E. A. C. E.
 Krebs, H. Yoshida, S.
 Lazarus, N.

THE CONNAUGHT HOTEL.

Ariena, R. Moore, J. H.
 Armstrong, Miss, E. Mounsey, F.
 Bailey, Mrs. J. D. Park, Mrs.
 Bocher, Mrs. and child Parke, Miss
 Bruton, G. Perfected, E.
 Chapman, Mrs. Rama, M. dela
 Clay, Mrs. A. W. Reiber, F.
 Davis, Mr. & Mrs. C. A. Roth, B. Jr.
 Dufour, Mrs. Schmidt, Mrs. C. E.
 Fellers, H. N. Sen, C. Roth
 Garrard, Mr. & Mrs. Smith, J. I.
 L. F. Smithers, Senior
 Goldberg, Eimar Smithers, R. G. Jun.
 Houghton, R. Stanley, Mrs. C. Z.
 Humphreys, W. Stehr, C.
 Irven, Mrs. Symmes, W.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Abbey, Douglas Heron, Lieut. Col. and
 Beattie, Andrew Mrs. and child
 Berkely, Sir Henry Hollishead, R.A., Capt.
 Bewley, R.A.M.C., Major. H. B.
 A. W. Heron, G. O.
 Bottenheim, Mr. and Hughes, R.A.M.C., Col.
 Mrs. A. H. and G. A.
 children Ieffries, H. U.
 Bottenheim, Miss R. King, R. E. Major H. S.
 Brabazon, Ralph A. Koch, C.
 Brynne, H. F. R. Lossius, Mrs. Iac J.
 Brown, R. H. Col. L. Linders, E.
 Brynne, R. H. Col. L. Linders, E.
 Chapman, Mr. & Mrs. A. P. B. McDemott, A. P. B.
 C. A. Miller, Mr. & Mrs. J. F.
 Cockell, Edgar Norris, R.N., Surgeon
 and Mrs. H. L.
 Conrie, A. F. Oso, W.
 Denny, D.A.A.G., Major Osborn, Major George
 and Mrs. W. A. C. R.A.
 Edwards, E. Philpot, Leonard D.
 Edwards, Mrs. E. Pollock, K.C., H. E.
 Fawcett, R. A. Capt. Runsey, R.N., Hon. R.
 P. H. Murray
 Fawcett, Mrs. P. H. Sawyer, Mrs. W. E.
 Ferrier, A.P.D., Col. and Seiboth, Juan
 Mrs. G. H. Sinclair, A.
 Finke, A. Southam, Rev. & Mrs.
 Forbes, Andrew W. J.
 French, A.S.C., Major Spatchkover, W. O. C.
 G. A. Stokes, A. G.
 Grant, G. C. Lindsay Stoppa, Paul
 Grenfell, C.M.G., Ad Thiel, C.
 Gribble, C. F. George Thomson, J. S.
 Hedden, S. Wintour, Mrs. Ulick

CRAIGIEBURN.

Chambers, Mr. & Mrs. Rowand, Lieut. A.
 R. E. Surplice, Mr. and Mrs.
 Denison, Mrs. A. F. R. C.
 Georg, Mr. and Mrs. C. Whitby, R.A.M.C., Major
 Helms, W. M. J.
 Lloyd, Mr. and Mrs. W. Whitby, Mrs. M. J.

VISITORS AT THE QUEEN'S HOTEL.

Anderson, Capt. and Loges, Mr.
 Mrs. Mitchell, I. H.
 Cronin, J. Ross, S. B. C.
 John, E. R. Sebes, Mr.
 Knappeler, Mrs. Penny Ward, Mr. and Mrs.
 Keith, Mr. and Mrs. and children
 and a children Whitehead, Capt.

VISITORS AT THE KOWLOON HOTEL.

Ahren, N. Nobbs, A. P.
 Back, Stanley Robnett, Paymaster &
 Crockett, Mrs. Mrs. J. D., U.S.N.
 Crockett, Miss Robnett, Master
 Daly, Major and Mrs. Tullock, R.G.A., Capt.
 Lathrop, John W. and Mrs. A. T.
 Merral, Mr. and Mrs. Walter, G.

CHINA COAST METEOROLOGICAL REGISTER.

October 13th, 1902, p.m.									
STATION	HOUR	BAROM.	TEMP.	HUMIDITY	DIREC.	FORCE	WIND.	WEATHER	
Wladivostok	2 p.m.	29.97	58		SE	5	or		
Nemuro	"	30.12			NE	2			
Hakodate	"	30.57			NE	2			
Tokio	"	30.26			AW	2			
Kochi	"	30.11			NE	2			
Nagasaki	"	30.03			N	2			
Oshima	"	29.99			NE	6			
Naha	"	30.00			N	0			
Ishigakijima	"	30.01			S	0			
Taihouku	"	30.01			N	2			
Taichu	1 p.m.	29.97			W	1			
Tainan	"	29.90			W	1			
Koshun	"	30.02			NE	0			
Pescadores	"	30.01			N	0			
Gutlaff	3 p.m.	30.08	60		NE	2	cy		
Sharp Peak	"	30.00	76	79	E	3	o		
Amoy	2.30 p.m.	29.95	80		SE	3	b		
Swatow	3 p.m.	30.03	81		E	3	b		
Canton	"	29.99	91	60	SW	2	b		
Hongkong	4 p.m.	30.00	79	63	E	2	b		
Victoria Peak	"	"	"	"	SE	2	"		
Gap Rock	"	29.99	"	"	SE	2	"		
Macao	"	30.00	84		SE	1	c		
Haiphong	"	29.98	86	65	"	0	c		
Malate	3 p.m.	"	"	"	N	2	b		
Bacolod	"	29.87	88		N	2	b		
Hilo	"	29.86	86		N	4	b		
Cebu	"	"	"	"	"	"	"		
C. St. James	4 p.m.	"	"	"	"	"	"		

October 14th, 1902, a.m.

PROJECTED SAILINGS.									
S									
DESTINATION.		VESSELS.			DATE.				

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